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[TFR 272-1]

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No 828/K

-48-
Encoded
Top Secret

To: Moscow Comrade S. M. Shtemenko
Comrade P. F. Zhigarev
Copy to: Peking Comrade S. A. Krasovskij

Operational Summary No 00163. HQ 64th IAK, Antung, 11 June 1952, 2400 hrs. Map scale 1:500,000 dated 1941.

I.

For the day of 11 June, the corps' fighters and anti-aircraft artillery provided cover for objectives in the Antung, Tajsen and Kajsyu regions, and for troop communications in the Sinuiju, Anju, Kusyu and Kidzjo sectors.

1. Corps air assets made twelve combat sorties during the day of 11 June, accumulating 7 hours and 54 minutes of flight time. One flight of aircraft engaged the enemy in one aerial combat. According to pilot reports, one F-86 was shot down. Expenditures: 66 N-37 rounds, 172 NS-23 rounds, 24 external fuel tanks. We had no losses.

2. During the night of 11 June, eighteen combat sorties were flown, accumulating 13 hours and 20 minutes of flight time. There were six engagements with single B-29 aircraft. According to pilot and searchlight team reports, three B-29 aircraft were shot down, and one additional B-29 was hit. Expenditures: 91 N-37 rounds, 345 NR-23 rounds. Our own force suffered no losses.

3. Air defense units defending objectives in the Antung region fired on a group of F-86 fighters. Expenditures: fifty-five 85mm rounds.

Reviewed by DPMO
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No enemy aircraft were shot down, and there were no friendly losses.

II.

1. The 92nd IAD flew no combat sorties, but was on combat stand by, at readiness levels 1-3, and conducted training flights for young flyers in preparation for combat duty.

2. The 190th IAD flew 12 combat sorties, accumulating 7 hours and 54 minutes of flight time. One flight of aircraft engaged the enemy once. One F-86 was shot down. Expenditures: 66 N-37 rounds, 172 NS-23 rounds, 24 external fuel tanks. No friendly losses.

3. The 133rd IAD was on combat stand-by at readiness levels 2-3 and conducted flight training.

4. During the night of 11 June, the 351st IAP flew eight combat sorties, accumulating 6 hours and 51 minutes of flight time. Of these, seven sorties were made by MiG-15 aircraft, accumulating 5 hours and 36 minutes of flight time; one sortie was made by an La-11, accumulating 1 hour and 15 minutes of flight time. There were four engagements with single B-29 aircraft. Two B-29's were shot down, and ~~one B-29 was damaged~~. Expenditures: 29 N-37 rounds, 85 NR-23 rounds. The night squadron of the 133rd IAD flew ten sorties, accumulating six hours and 29 minutes of flight time. Two single B-29 aircraft were engaged. One B-29 was ~~damaged~~ shot down and one B-29 was hit. Expenditures: 62 N-37 rounds, 260 NR-23 rounds. No friendly losses.

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5. Between 2115-2138 hrs, ten single enemy B-29 aircraft were observed in the Tsioehn area, flying at altitudes 6000-7000 meters, heading from the sea towards Tetsuzan. Later, the enemy bombers operated in the Sensen and Tehjsyu areas, and were illuminated by searchlights from the Chinese SPP. Between 2136-2157 hrs, four single MiG-15's (two from the 147th IAP, two from the 351st IAP) were scrambled and sent to the Sensen-Tehjsyu region to counter these enemy aircraft.

At 2145 hrs, while patrolling in the Sensen region, Lieutenant Colonel Studimi (of the 147th IAP), discovered one B-29 illuminated by Chinese searchlights flying at 6500 meters altitude. Lieutenant Colonel Studimi made four attack runs at this aircraft, and observed the B-29 as it caught fire, descended, and retreated towards the sea. According to observation accounts from searchlight crews, Lieutenant Colonel Studimi shot down one B-29.

At 2152 hrs, while patrolling in the Sensen-Tehjsyu region, Maj. Bykovets (of the 147th IAP) discovered one B-29 illuminated by Chinese searchlights flying at 6500 meters. Major Bykovets attacked this aircraft, but did not observe the results. The enemy aircraft descended out of the searchlight beams and was lost. At 2156 hrs he discovered a second B-29, which he also attacked and observed a direct hit. The pilot hit one B-29.

At 2200 hrs, while patrolling in the Tehjsyu region, Captain Karelin (of the 351st IAP) discovered and attacked one B-29 illuminated by Chinese searchlights flying at 7800 meters. As a result, the aircraft exploded in the air. Its burning debris fell in an area 15-20 kilometers

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east of Sensen. Captain Karelin's aircraft was dented as a result of the B-29's explosion.

At 2206 hrs, Captain Karelin discovered a second enemy B-29 in the same area, flying at 7000 meters, illuminated by searchlights. Captain Karelin attacked this aircraft from the rear, but did not observe any results.

At 2225 hrs, Captain Karelin discovered a third enemy aircraft illuminated by searchlights, flying at 7000 meters. The pilot attacked the enemy from the rear, and observed the aircraft catch fire, sharply lose altitude, retreat towards the sea and fall in an area 20 kilometers southeast of Simni-do.

The aircraft explosion and the retreat of two burning B-29's were observed between 2145-2230 hrs by searchlight crews deployed in the Sensen-Kakusen region. Further, according to reports from Korean and Chinese comrades, one B-29 fell into the sea 20 kilometers to the southeast of Simni-do and exploded. Up to four cutters approached the area where the aircraft fell.

The cutters' approach was also observed by the pilot.

At 2205 hrs, Senior Lieutenant Ikhsangaliev discovered a single B-29 aircraft illuminated by searchlights in the Tehjsyu region, flying at 7500 meters. The pilot made one long attack run at this aircraft, but did not observe any results as the enemy aircraft flew out of the searchlight beams and was lost.

6. At 1738 hrs, while returning from their combat mission, eight MiG-15's from the 12th IAK [Fighter Aviation Corps] VVS [Air Forces] KOA [possibly equating to Joint Aviation Corps] of China were engaged by a group of enemy F-86's.

Three flights from the 190th IAD [Fighter Aviation Division] were scrambled to render assistance to the Chinese comrades and to "hunt" for the F-86's. These flights were lead by: Major Lazarev (821st IAP [Fighter Aviation Regiment]), Senior Lieutenant Zamyatin (494th IAP) and

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Captain Arkhipov (256th IAP). The three flights were scrambled due to the approach of new groups of F-86's.

At 1824 hrs, Captain Arkhipov's flight, while flying in the Bikhen-Ryugampo region, engaged four F-86's using vertical maneuvers. Two pilots fired on the enemy. Senior Lieutenant Leonov shot down one F-86. The shoot down was confirmed by crew members. Major Lazarev's flight had no enemy encounters.

While flying in the [beginning illegible, possibly: Dogushal'] region, Senior Lieutenant Zamyatin's flight encountered four F-86's and chased them up to the Gulf of Korea coastline. The pilots did not fire, due to great distance.

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Since the F-86's departed towards the river mouth, and after shooting down the one F-86, the flights were sent to the An'shal' airfield to wait out the [enemy's] exit and at dusk flew to the Antung hub.

7. Command and Control was held at the Corps and divisional command posts, and at VPU-2 [auxiliary control point].

8. Weather: Partly cloudy, visibility 8-10 kilometers.

9. Corps air assets and IAK element combat strengths are unchanged.

10. The combat operational review was conducted by myself during the night of 11 June, assisted by personnel of the 351st IAP and the night squadron of the 147th IAP.

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[The "-7-" below was changed from "-8-". This page is written in different handwriting than the rest of the document, possibly the same writing used for the paragraph preceding paragraph 7 on the preceding page.]

-7-

54

During the night of 11 June 1952, in accordance with Operational Summary No 777/k, searchlights were moved into the Sensen region, unbeknownst to the enemy. Utilizing their knowledge of standard American tactics for bombing Sensen, night fighters shot down three B-29 aircraft, and damaged one other. The corpses of eight American pilots were found, as well as debris from one aircraft. The IAK Command Post and GCI stations observed two additional burning aircraft. There was radio intercept of three B-29 crews reporting their downing, and intercept of another reporting that he was damaged, after which intercept from the three aircraft was lost. The night fighters could have been more successful had the searchlight operations been better organized; the Chinese began operating on the move. The enemy went further inland by only 5-10 kilometers.

We are planning to organize a roving team to conduct surprise searchlight sweeps at the appearance of B-29 aircraft, and to use SAB's [illuminating aerial bombs] dropped by MiG-15's.

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...of flying boats [possibly, sea planes]. The enemy made as many as 70 search sorties in an area 30-40 kilomeers west of the Sejsen-po River delta, and in the Simni-do Island area.

Individual groups of F-86 fighters penetrated our basing areas

For the day, the Corps RTS [radio-technical station, radar] registered 246 sorties, of which 174 crossed north of the P'yongyang-Genzan boundary.

(X) See page 7.

V

[This paragraph is lined out, and included previously in the middle of page 4.]

11. During the night of 11 June, a search team found the debris from one B-29 and eight corpses to the west of the Kakusan region. Furthermore, Korean and Chinese comrades reported seeing one B-29 fall into the sea and explode in an area 20 kilometers southeast of Simni-do Island. Up to four cutters approached the area where the B-29 went down.

The search for downed aircraft is continuing.

[signature Lobov] /Lobov/

[signature Berezhnoj] /Berezhnoj/

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